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HONGKONG, FRIDAY, SEPTEMBER 7TH, 1900.

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CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of

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As seen from the Imperial Japanese Govern-

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We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents.

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DEATH.

At Shanghai, on the 30th August, WILLIAM TAYLOR, and on the 31st August, BEETIA, the twin son and daughter of Pierre B. PATRISON, Captain-Superintendent of Police, aged one month.

The Daily Press.

Hongkong, September 7th, 1901

From the long *resistance* which we gave yesterday of the correspondence in the new Blue-book relating to the attitude of the Chinese Government toward the anti-foreign agitators, certain deductions can be made. It seems in the first place probable that the strength of the movement did actually take by surprise the majority of the governing clique, though the extreme conservative Mandarin party must have been able to judge with accuracy. Even the Empress Dowager must in the main be exonerated from complicity with the early actions of the so-called "Boxers," though it was of course her invincible ignorance and her disgraceful subservience to the worst influences of her Court which rendered the success of the reactionaries possible at all. The Boxers, it is plain, were by no means well disposed to her personally, and her conduct was inspired largely by terror of them rather than by friendship. This feeling ultimately reached such a height that at the beginning of June she was actually preparing to fly from Peking to Sian-fu to escape the hostile demonstrations against her. Her fears were well justified, for the spread of the Boxer influence synchronised with the complete vanishing of her power and the substitution of the rule of Prince Tuan, the head of the Society. Prince Tuan's name is not prominent in the official correspondence, but there can be no doubt that he supplied the backbone of the Taungli Yamen, whose attitude can be watched as it changes from one of (outward) regret and dismay at the murder of the unfortunate Mr. Brooks to one of contemptuous indifference and wilful procrastination, on which nothing but open threats have any effect. Seeing this, it is surprising that the Ministers were so sparing in their threats. And yet, if there was ever a situation calling for the application of Sir MICHAEL SPRY, it was often quoted saying, in 1858, that "nothing but the conclusive evidence of

irresistible force will ever fully satisfy the Chinese Government," it was at this point.

The manner in which the Chinese Government induced England to put up with a belated and totally inadequate punishment for the murder of Mr. Brooks no doubt encouraged the anti-foreign party in their contempt of European diplomacy and strengthened their hold on the reins of government. Then again the shuffling tactics of the Yamen in the matter of the publication of a Decree denouncing the Boxers in the *Peking Gazette* were from the Chinese point of view entirely successful. In March the Yamen for three weeks vouchsafed no answer to an urgent circular letter again demanding this Decree, and they so put off the publication that when at length in a roundabout manner it appeared its effect was nil. And so affairs continued to the end, the Ministers being constantly put off and disregarded, yet unwilling to advise an instant and vigorous demonstration by the Powers. They seem to have feared more than anything lest they should be thought alarmists. It is to the credit of M. PIERON, the French Minister, that he did his best to open his colleagues' eyes, being convinced, from information received from French priests in Chihli, that the situation was graver than it appeared on the surface. Sir CLAUDE MACDONALD on the 21st May wrote to Lord SALISBURY: "As regards my own opinion as to the danger to which Europeans in Peking are exposed, I confess that little has come to my own knowledge to confirm the gloomy anticipations of the French Fathers. The 'demonstrations' of the inhabitants of the 'city continues to be quiet and civil towards foreigners. I am convinced that a few days' heavy rainfall, to terminate the long-continued drought, would do more to restore tranquillity than any measures which either the Chinese Government or foreign Governments could take." Little more than three weeks after this letter was written the Legations were fighting for their lives. Why is it that the French Minister alone should have had the means of estimating the state of affairs correctly?

During the 24 hours preceding noon yesterday there were no fresh cases of plague, or deaths reported.

The Telegraph Companies informed us yesterday morning that a cable has now been laid between Chefoo and Port Arthur and that it was open for service from yesterday.

Mr. Rounsaville Wildman yesterday morning sent us the following typhoon warning, issued

Yesterday morning Mr. Hazeland adjourned the court in order that he might take the deposition of a man who was lying at the Tung Wah Hospital in a dying condition. The man alleged that he had been attacked by a couple of Chinese lunkongs in the Wanchoi district.

The ten Chinese French from the *Kalgan*, who appeared before Mr. Hazeland on Tuesday for refusing duty and were ordered to be forcibly put on board by the police, again refused duty, and on their being taken before the Acting Harbour Master he sentenced them to ten weeks with hard labour.

For refusing to accept a legal fee two rich-slaw coolies were yesterday fined \$3 each, or 14 days. Ah-met Ramjahn said that on Wednesday night he wanted to engage defendants' rich-slaves, which were standing in Queen's Road opposite the entrance to the Hongkong Hotel, but the defendants refused to accept him. He accordingly gave them into custody.

At the Magistracy yesterday a Chinaman was dealt with for cruelly ill-treating pigs. He was landing them from a vessel in a small boat at Kennedytown and had them packed so closely that there was not room for them to stand, some being in fact placed on the top of others. When landed it was found that during the transit two of them had their legs broken. A fine of \$25 was imposed.

As the result of a row in the Central Market the other day three scavengers found themselves charged at the Magistracy yesterday by the owner of No. 54 stall with upsetting it. It appears that a *foi* went to the top to draw some water. The scavenger in charge objected, saying that it was too late. An altercation ensued. From words they came to blows. The friends of each party joined in and the complainant alleged that in the tussle his stall was upset. The hearing was adjourned.

A chair coolie in the employ of Mr. A. M. Marshall, of Plantation Road, charged another chair coolie employed by the Chief Justice (Sir John Carrington, C.M.G.), at the Magistracy yesterday with stealing two jackets. The complainant said that the previous night he carried his master to Mr. McKie's. On returning he saw the defendant, whom he had never seen before, coming out of his quarters with two jackets over his arm. The defendant began to run, but stumbled and fell and the complainant caught him. The defendant's story was that the complainant owed him some money which he lost to him at gambling, and because he demanded it of him when he met him on Wednesday night the complainant charged him with stealing the jackets. Mr. Hazeland was not altogether satisfied with the evidence, and dismissed the case.

A special telegram in the *Japan Times* announces that Sir William Stokes, the eminent British surgeon, who volunteered his services in South Africa, has died at Durban of pneumonia.

A London despatch to a Sydney paper states that the notorious Major Lothaire, the Manager of the Congo Free State Trading Company, has been cashiered. The offence alleged against him was that of ill-treating the natives.

France is not preparing to fight England, remarks the *Paris Figaro*, and in the present condition of the world, what would a coalition against England be like without France? If the month of November is to witness a conflagration, it will be because England wishes it.

Rozario, of the Madras Regiment now in Hongkong, was in a shop in Market Street on Wednesday when a Chinaman pushed against him and took some money—\$1.40—out of his pocket. The soldier seized him and handed him over to the police. Yesterday the man was sentenced to a month's hard labour.

A correspondent of the *Nagasaki Press* writes:—An anti-Japanese association at Amoy appears to be in active opposition to the Japanese. A notice insisting on the necessity of restoring Formosa to China has been circulated among the members of the association. It is reported that the circular fell into the hands of the British Consul, who made its contents public.

At the last meeting of the Ceylon Legislative Council on the 23rd ult. the Standing Orders were suspended to permit the Ordinance prohibiting the exportation of arms to China to pass its second reading. The matter being one of urgency, the Bill at once was taken through its Committee stage, practically without any amendment, passed its third reading, and became law.

Hongkong readers will notice that in the new Blue-book the name of Mr. T. H. Whitehead figures frequently. While at Tokyo, during his journey up to Siberia in the spring, he was in communication with Lord Salisbury on the subject of the proposed landing of Japanese troops in Chihli and the attitude of the British Government in the matter. On the 23rd June he was present at a meeting, convened by the Japanese Minister, of the representatives of the Powers having naval forces at Taku.

Lieutenant-General von Lessel, who comes out with the staff of the German expeditionary force on the *Aachen* and *Rhein*, has been connected during a great part of his career with the German General Staff. He obtained his Lieutenantancy in the 2nd Guards Regiment in the campaigns of 1865 and 1870-71. After studying at the Staff College for three years and also acting for a time on the staff of the 3rd Army Corps and of the 7th Division. After some further service in a regiment of the line, he returned to the General Staff as major in 1885. From 1886 to 1888 he was attached to the 20th Division, and from 1888 to 1889 to the 10th Army Corps, then under General von Caprivi at Hanover. Subsequently he was chief of the staff of the 1st Army Corps, and in 1895 he became commander of the 2nd Grenadier Regiment, and in 1897 Major-General in command of the 28th Brigade at Düsseldorf. From 1898 till May 22, 1900, he was acting as Chief Quartermaster, and since then he has been commanding the 23rd Division at Karlsruhe.

At the Magistracy yesterday afternoon Mr. Hazeland resumed his enquiry into a charge of robbery with arms preferred against five men. The robbery, which took place on the 23rd July at Tung Chan Tsing, near Kowloon City, was of a serious character, inasmuch as an old man over 60 years of age was attacked by the robbers, who cut and slashed him in a most inhuman manner. As the result of the treatment he received he has been confined to hospital ever since. It appears that at midnight on the date in question the old man happened to open his door. The robbers, who had evidently been on the watch, rushed forward and because he disputed their entrance into his house they attacked him most savagely. One of his thumbs was cut off, he was gagged about the arm, his face was cut open, and in fact he received such injuries that it is a wonder he survived. Leaving the man unconscious they passed into the house and awakened the man's married daughter. One of the ruffians holding a knife over her head, said he would cut her unless she took off her silver bangle. She obeyed, and another asked her for the key to her box. She said she had lost it. They tried to burst the box open, but not succeeding they commenced to ransack the premises, and ultimately decamped with property to the value of \$80. It appears that while the robbers were rummaging about the house the old man who had been attacked called out to his nephew, who was sleeping in a mat-shed some 50 or 60 feet away. The nephew went into the house and he was at once seized by the robbers, who asked him who he was. As he made no reply two of the robbers took him to the mat-shed and fastened him up. One of the robbers threatened to cut him with a knife while the other took off his trousers. When the robbers had gone the matter was reported to the Kowloon City Police Station. Sergeant Clark visited the house, attended to the old man's injuries and had him removed to the hospital. In the meantime word of the robbery had been sent round to the other police stations, and within a few hours five men were arrested with some of the stolen property in their possession. The hearing was adjourned.

Intelligence has reached Calcutta of a disaster to the mail train on the Bengal-Nagpur Railway between Baripada road and Balasore stations, on the section which connects the East Coast Railway with Calcutta. The whole country in that neighbourhood for many miles around has been inundated by floods and the railway embankment has been breached in several places. On the morning of Sunday, the 18th August, the engine of the mail train travelling north, was derailed owing to the embankment, which had been softened by the water, giving way, and nine carriages were wrecked. Eleven passengers were killed, among them being an European, believed to be an assistant of Kellner and Co.; twenty-five were injured, including two Europeans.

A Yokohama despatch to the *Daily Mail* says:—The eruption of Mount Asama, the most violent and destructive seen in Japan for many years, has caused a sulphur refinery to blow up. The refinery entirely disappeared, its site becoming a crater, which is still emitting smoke and fire. Of the workpeople only 20 escaped, the rest, women as well as men, met with a horrible death. The officials are among the victims. Many deaths have been caused by the hot springs. The lava from the crater of Mount Asama extends over a wide area; four miles away it is still two feet deep. Heat in the neighbourhood of the crater is enormous, entirely preventing any investigations. It was another volcano in the same district, Mount Bandaisan, that spread disaster far and wide a few years ago.

The *Forbes Daily Echo* of the 1st inst. has the following items:—There has been rain at last. It has not come a day too soon, as the crops were beginning to suffer from the drought. A good deal more is wanted, and as the weather is now broken we shall no doubt have plenty. We hear from Kuliang that two foreign sportsmen arrived there a day or two ago attracted by the stories of there being tigers about. Their investigations so far lead them to believe that the animal that has been helping himself so freely to the dogs in the neighbourhood is a leopard and not a tiger. Not a word of information can be got about the headquarters of the beast and it seems unlikely that they will come across him. The natives at Kuliang are not a sporting lot.—Whenever land is being bought on the hill there is always some trouble about the graces, through some of the owners standing out for a price which would reduce the squeeze of the middleman too much. Some such trouble occurred on Tuesday in the vicinity of the Russian Consulate over some ground being bought as a site for a Russian chapel, and there was quite a demonstration of aggrieved natives, every man, woman and child within earshot running to join in and add to the numbers, noise and confusion. In the end the military had to be sent to the spot to assist the police in restoring order, which was quickly done.

FORMOSA.

Taihoku (Taipei), 1st September.

THE DETENTION OF JAPANESE TROOPS.
I telegraphed to you on the 23rd to the effect that a Japanese military expedition of 1,200 men was being despatched to Amoy. To-day I wired you that they had returned to Taihoku. No explanation can be obtained as to the reason for their sudden change in plans, but the fact remains that after the troops had been actually embarked on two transports specially requisitioned for the purpose, and were about to sail, orders were suddenly received to disembark, and the whole force accordingly returned to Taihoku.

THE GROUND OF JAPANESE ACTION AT AMOY.
Several hundreds of Formosa Chinese who have become naturalised subjects reside in Amoy, and they, together with the Japanese residents there, have been constantly threatened by the unruly classes among the Amoy Chinese.

On the news reaching the capital of the attempted destruction of the Japanese temple by fire, some anxiety was felt among the authorities as to the safety of their nationals, and arrangements were made accordingly to send over from Kelung a considerable military force. It is quite possible that at the last moment Dr. Goto, the local chief, who was at the time in Amoy, decided that the situation was not sufficiently serious as to require so large a force and that he accordingly wired over recommending that the despatch of the military be postponed.

LOCAL TROUBLE WITH SAVAGES.

The island is quiet and there are no indications that the "Boxer" troubles on the China mainland will spread across the channel. Increasing trouble, however, has occurred with a tribe of savages who occupy the forest district in the immediate vicinity of Taikolan (Poko-lam). After futile attempts on the part of the guards and police along the border to put them in order, it has been decided to send one company of infantry against them. It is believed that this will have a salutary effect and induce them to abandon, at least for a time, their head-hunting rife on the lonely settlers.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Indus*, with the next French mail, left Saigon to-day, the 7th inst., at 7 a.m. for this port.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 4 p.m. on Tuesday, the 4th inst., and left again at midnight same day for Shanghai, where she is due to arrive at noon on Saturday, the 8th inst.

The C. P. R. steamer *Empress of India* arrived at Kobe at 10 p.m. on Tuesday, 4th inst., and left again at 2 p.m. next day for Yokohama, where she was due to arrive at 1 p.m. yesterday, the 6th inst.

The O. & O. steamer *Doris*, with mails, &c., which left here 16th August for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 3rd inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

Amoy, 6th September, 7.50 p.m.

AMOY NEWS—IMPROVING SITUATION.

The Japanese have arranged to embark at night and the British in the morning. The people are returning. Business is at a standstill, but all is quiet.

SHANGHAI, 6th September, 8.40 p.m.

GERMAN TROOPS AT SHANGHAI.

500 German troops landed to-day. They are very fine young fellows. They were played to quarters by the Indian bagpipers.

THE MISSIONARY REFUGEES.

Chungking reports that 40 Kueiyang missionaries have arrived all right. 60 from Kansu are overdue, causing anxiety here.

THE RUSSIANS AT NEWCHWANG.

The Russians are reported to have restored the Newchwang Customs to China.

LONDON, 5th September, 8.55 p.m.

FRENCH COMMENDATION OF ADMIRAL SEYMOUR.

The report of Admiral de Marolles highly compliments Admiral Seymour's conduct. U. S. PEACE COMMISSION.

Mr. John Foster has been appointed third United States Peace Commissioner to China.

[Mr. Foster, the well-known American jurist was special adviser to Li Hung-chang when he was appointed peace delegate to Japan in 1895.]

THE WAR IN SOUTH AFRICA.

LONDON, 5th September, 8.35 p.m.

BRAVE DEFENCE OF LADYBRAND.

8,000 Boers have besieged the Ladybrand station, consisting of 150 men for the day. The Boer charges were repulsed. It is unofficially reported that the siege has been raised.

REUTER'S SERVICE.

LONDON, 3rd September.

THE WAR IN SOUTH AFRICA.

Lord Roberts has sent a column to assist General Buller, who, in advancing on Lydenburg, finding Commandant Botha strongly posted with big guns, was unable to turn the position.

Five commandoes have surrounded Ladybrand, and the garrison is hard pressed. General Hunter is hastening to their relief.

FRANCE AND RUSSIA.

The Tsar has conferred on President Loubet the Order of St. Andrew, accompanied by the most cordial autograph letter.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The German transport *Aachen*, with troops from Bremerhaven, arrived yesterday in the harbour. The *Aachen* and the *Rhein* are bringing out the staff of the German expeditionary force for China. They will be followed by the *Strasbourg* and *H.H. Meyer*.

The transport *Nankin* started for Bombay again yesterday.

The French gunboat *Didée* (645 tons, 10 guns) and the transport *Sini* (31 officers and 896 rank and file) arrived yesterday afternoon.

NEWCHWANG.

Further particulars, as detailed by a witness of the attack on Newchwang on the 1st ult. (of which we have already published a brief account), show that the Boxers and the soldiery were kept at the houses and courtyards of the mandarins and leading merchants until they could be reinforced sufficiently in their own opinion to make a successful onslaught upon the foreigners in the town and beyond. In this they were altogether disappointed, for it was early in the morning when the alarm was raised, and by dawn every one was on the *qui-vive*. Messrs. Butterfield and Swire's assistants, Messrs. Edgar and West, were aroused, and Mr. Lister gave the alarm to the Russian consulate. Thus fully alive to the situation they "stood by" to await developments. It was fully a quarter past seven before the Boxers started to move inwards, and amid the waving of swords (with which alone they were armed) swept on towards the barrier on the Bund opposite Mr. Edgar's former bowling alley. There they made a determined stand until they were compelled to beat a retreat before the fully armed volunteers whose shots were sure and had a telling effect upon the

enemy. Their leaders were the first to fall, and that disheartened them, causing them to flee in all directions. The Russian sailors joined in the defence, and they, with the volunteers, saved the situation. The Russian gunboat fired over the city, and at the retreating soldiers as they ran beyond the mud wall over the open plain. Then both Boxers and soldiers made for the forts, and a great slaughter followed; the Russian shells meeting them and bursting between their ranks simply played havoc with them. It was towards the end of the battle that the British, and other allied troops, entered Newchwang, but beyond the pursuit of a few stragglers there was practically nothing to be done but await a second attack. That however never came, and the enemy has not been seen since for miles round. It has been estimated that there were eleven Boxers killed, and 50 wounded. The Boxer leader was handed over to the Russians, who had him shot by a firing party in the usual way. A somewhat amusing story is told of a volunteer who was attired in side arms, and who was seated on the barrier above mentioned, with six others not so armed, just as the enemy was approaching. "Let us charge and bayonet them," cried he, and they all rose to fall in line, when to their intense dismay and amusement found they were without side-arms.

THE N.S.W. NAVAL CONTINGENT.

The other day we gave a few particulars regarding the career of Captain Hixson, R.N., who now commands the New South Wales Naval Contingent in the North, and incidentally as the appearance of the *Colonialist* here has aroused considerable interest, a few particulars concerning the history of the Naval Brigade, taken from the *Sydney Mail* of August 11th, may not be uninteresting.

The Brigade was enrolled in 1883, shortly after Captain Hixson relinquished his connection with the Navy, and he was appointed to command the force, and has been its popular head ever since. The first muster was on Flag-staff Hill, when the force only numbered 20 men. Small as the beginning was, it soon gained in strength. The membership increased year by year until the Russian scare of a few years ago, when it numbered over 600.

In the year 1886 the Naval Artillery Volunteer Company was placed under Captain Hixson's command. This corps had been formed for the purpose of manning H.M.S. *Voltaire*. At that time the vessel was taken periodically for short trips to sea. While under Captain Hixson's command complimentary reports from several of the Admirals on the station from time to time as to the general efficiency of the brigade were received. The vessel on becoming obsolete was sold out of the service.

The combined naval forces under the captain's command number between 500 and 600 men, and they are universally popular.

The command of the force in China devolves on Lieutenant Gillespie, R.N., of H.M.S. *Meliana*. At Hongkong, Captain Hixson was to report the arrival of the N.S.W. contingent to the senior officer on the station, Sub-Lieutenant S. Lancelotti, R.N., and J. G. Lindeman, R.N., go with the contingent as special service officers.

Among the officers in the brigade are three of Captain Hixson's sons, two of whom have been appointed to the commands of the companies. Another of the captain's sons is in command of the naval force at Bundaberg, Queensland. Each of these officers joined the ranks as a junior seaman, and rose up by steady application and study.

The strength is 210, to which a stretcher bearer company of 16 and a party of marines 25 strong have been added.

It has been decided to make an advance of one month's pay to each man, so that some provision will be made for their wives or families. The rate of pay is understood to be 7s. 6d. per day.

THE N.C. DAILY NEWS CORRESPONDENT WRITES:—

The events of the past few weeks have changed the aspect of things in Weihaiwei. On the mainland the Chinese Regiment disappeared leaving behind it empty barracks and quarters, with a slowly growing detachment of recruits. For a few days one of the now empty buildings was occupied by a company of the 24th Punjab Infantry, numbering between sixty and seventy men. Later these men were replaced by ninety odd men of the 1st Madras Fionniers. From Flagstaff the Marines have gone to join the Naval Brigade with the *Relief Force*, a few Indians taking their place. On the island, on the other hand, all is stir and bustle. The naval people have taken the iron pier in hand, and are decking it with timber. Divers are busily engaged removing the remains of old wrecks from the immediate neighbourhood, so that transports and more ships of deep draft may come alongside. This work was started by Admiral Seymour on his return from Tientsin. A thousand paces something had not been done earlier—a remark that applies to many things in Weihaiwei besides the pier. To the eastward, on that part of the island under exclusively military control, a new stone pier to give a depth of three or four feet at low water is rapidly approaching completion. This is intended to facilitate the landing of stores for the use of the land force. To the east of the town on the island and to the west of the East Village, is a great camp, canvas on every hand.

THE RUSSO-CHINESE FRONTIER.

The St. Petersburg correspondent of the *Times* supplies the following information about the fighting on the Russo-Chinese frontier.

St. Petersburg, 5th August.
General Grodekoff telegraphs details of the capture on July 22 of the important Manchurian town of Sianjing at the junction of the rivers Sungari and Mudan Zian. The Chinese commander not having answered General Zakhoff's summons to surrender, the Russians bombarded the town from 9 in the morning till 1 in the afternoon, while at noon the Cossacks crossed the stream on their meigs in water and drove back from all points the Chinese to the number of 4,000, who, partially supported the cannons and obstructions, opened the advance of the Russian infantry from behind every possible cover, finally throwing down their arms and running away. The Russians took 32 guns, including 14 fieldpieces, and had only one killed and six wounded, while the Chinese loss was naturally enormous.

A telegram from the Trans-Baikal frontier reports the arrival at Tseroukhait of the engineers and workmen of the fifth section of the Manchurian Railway, conveyed by a column of Cossacks. On the way they lost four men killed by several volleys fired at them by Chinese, who also fired on an envoy with a white flag, but eventually permitted the Russians to proceed through the pass of Hinggan on their production of a letter from General Pao.

The Governor-General of Turkestan reports from Kuldja that during the last few days the Chinese have provisioned their fortresses from Government stores.

General Orloff, whose detachment is operating between the Trans-Baikal frontier and the Manchurian town of Hailar, reports an encounter of Russian patrols on July 28 with the enemy's outposts and the disposal of the Chinese by a series of Cossacks, who captured 24 oxen and various.

General Grodekoff telegraphs on August 1:—The Chinese continue to bombard the station of upper Blagovestchensk and the camp. From 5 o'clock that morning the bombardment of Blagovestchensk has ceased, but the Chinese continued to shell the Russian bank of the river. Evidently the Russians have not yet been able to drive the Chinese from the other side of the Amur.

The Council of War has ordered all troops on service to travel at the rate of 200 miles every 24 hours by railway, 67 miles by boat, and 33 miles by road.

St. Petersburg, 5th August. A telegram despatched by General Grodekoff from Khabarovka this morning and received here within three hours announces the capture of the strong Chinese position and town of Aigun, opposite Blagovestchensk, last night, after an obstinate resistance. The Russians are pursuing the enemy along the road to Tsitsihar.

The General Staff continues to receive information of agitation and alarming rumours in Kaskhar and Kuldja. The Kalmuck nomads to the south of Kuldja are supposed not to sympathize with the Chinese agitation against the Russians. With regard, however, to the great majority of the Mongolians, who could furnish some 50,000 horsemen, it is still an open question as to which side they are likely to favour or whether they remain indifferent. Kalmucks, Kirghiz, and Solons are being sent to New Siberia, while Chinese regulars are marching from Shibo.

A temporary Russian administrative government is already being introduced into Samsung.

THE RUSSIAN ADMINISTRATION OF NEWCHANG.

Admiral Alexieff's proclamation stating the regulation for the Russian provisional administration of Newchwang was issued last month. The main items are:—

CHIEF OF THE ADMINISTRATION.

The head of the Administration is the civil Administrator appointed by the Commander-in-Chief of the Kwantung province and its troops, and confirmed by the Imperial edict.

COMMISSIONER OF ADMINISTRATION.

The civil Administrator is assisted by a council with the consulting power which will be called in case of need as follows:—Commandant of the place, representative of the Consular Body, representative of the Foreign Merchants, representative of the Chinese Guild, Commissioner of Customs and Sanitary Inspector. The said Council is presided over by the Civil Administrator, or in case of his absence by the Commandant of the place, who will also replace the Civil Administrator in case of sickness. The Civil Administrator will also be assisted by the Town Council, consisting of the representatives of the native merchants, to meet the views of the local merchants and inhabitants.

TO ASSIST THE CIVIL ADMINISTRATOR TWO SECRETARIES

are appointed, as well as the following offices to manage the various branches of the Administration: 1. Chief of the Police, 2. Revenue Inspector and Treasurer, 3. City Judge, and 4. Sanitary Inspector, also a necessary staff, of interpreters.

FOR THE PURPOSE OF DEFENDING THE PLACE AGAINST

any emergency as well as securing regular traffic of goods overland and by river, there is appointed a Commandant of the place. All troops situated in the place will be under his orders, except those detached for the police service. The right of command of the Commandant will be regulated by special orders of the Commander-in-Chief.

THE CUSTOMS.

The Chinese Maritime Customs coming under the supervision of the Imperial Russian Government will maintain its previous organization. The rights of the staff as regards their service and salary remain without change. As in the meantime the Russian Government is responsible for the Customs revenue, it will be represented in the Customs service by appointing a Commissioner whose rights will be regulated by special order. In the Maritime Customs is established a special Chinese Department, to collect duties from the Chinese trucks and merchants, which income does not go to the general Customs revenue but is held at the disposal of the Civil Administrator. The chief of this department to receive an additional salary.

THE REMAINDER OF THE PROCLAMATION DEALS WITH

Courts of Justice, Finance, etc., etc.

MISCELLANEOUS.

Brigadier-General Gumina and Staff left Calcutta in the *Wardha* (second trip) on the 29th August.

The Commander-in-Chief has received the following telegram from Lord Roberts:—I am delighted to hear from London that the 1st Bengal Lancers are ready to march themselves by a successful charge on Peking, about the 10th instant, capturing all the Chinese standards. The Army in South Africa heartily congratulates their Indian comrades.

The transports *Albatross*, with the Victoria Maxim Battery on board, and the *Land Rover*, with the Ulster Imperial Service Infantry, left Calcutta on Monday last for China.

Captain England, 1st Royal Fusiliers, and Captain Orchard, 15th Madras Infantry, proceed to China on special service in addition to the officers already despatched.

Mr. Burdett-Coutts's melancholy view of the South African hospitals is still lightened by humorous touches. A lady nurse, rushing fervidly to her patients in a Cape Town hospital ward, found her favourite soldier, fast asleep. Placed to his feet, he was a scowling, grumpy old fellow, who had been laboriously served. "To it to be nursed to-day respectfully J. M."

NOT BEYOND HOPE.

Those who have suffered year after year with Rheumatism will be glad to hear of a remedy that has proved an absolute specific. There are no conditions of Rheumatism; no matter how severe nor from what cause, that cannot immediately be relieved and permanently cured by Little's Oriental Balm. People who have tried a hundred remedies, liniments, and doctors are apt to be resigned to their fate. They come to believe that there is no such a thing as a cure for Rheumatism. They have been disappointed so many times that another trial seems almost blasphemous. To all such we say, try Little's Oriental Balm faithfully and patiently, and you will soon rejoice at the return of your precious health. Many a person was cured through Little's Oriental Balm by the use of a single bottle, others by two, and some by three. It is a simple, safe, and effective remedy, and is exceedingly obstinate cases were more than 6 bottles necessary. Sold at 1s. 6d. per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, Ltd. 1888-3

THE NEW ROYAL NAVAL CANTEN.

OPENING BY MRS. POWELL YESTERDAY.

Nos. 1 and 2, Blue Buildings, Praya East, which have been fitted up as the new Royal Naval Canteen, were formally opened last evening by Mrs. Powell in the presence of a large company including H.E. the Governor (Sir Henry Blake, G.C.M.G.), Lady Blake, Miss Blake, and Viscount Saldanha, Commodore Powell, the Misses Powell, and Mr. E. C. Morton, R.N.; H.E. Major-General Gascoigne, C.M.G., Mrs. Gascoigne, and Captain the Hon. H. W. Trevelyan; Colonel the O'Gorman; Bishop Hoare, the Rev. Father P. de Maria, Chaplain Good, the Rev. C. Bone, Colonel Brown, Major Everett, Commander Plenderleath, Deputy Inspector General Bolton, the Hon. Basil Taylor (Acting Harbour Master), the Hon. J. J. Keewick, Mr. D. Gillies, and Mr. Owen Ordish. The interior of the building was plentifully decorated with flags, and the band of H.M.S. *Argonaut* was in attendance and gave selections of music.

The new premises are a distinct improvement on the old one in Queen's Road West, and, regarding situation and internal arrangements, everything having been done to provide for the recreation and comfort of those by whom they are to be frequented. There are two blocks, one being for the chief and petty officers and the other for the men. Both are provided with billiard tables, reading rooms, dining rooms, and bedrooms and baths, whilst behind the men's block a fine bowling-alley is being got ready. Mr. J. Board is the manager.

After Mrs. Powell had formally opened the door leading into the men's block, the different rooms were inspected and came in for a considerable amount of praise.

Subsequently Commodore Powell addressed a few words to the company. After expressing his pleasure at seeing so many ladies and gentlemen present, he said the Institute was started in 1897 in the old premises in Queen's Road West, which went for some years under the name of the Royal Seamen's and Marines' Club. It was thought advisable afterwards to change the title in order to make it uniform with that at Malta and to try to get a uniform title for all the places of a similar character which they had scattered about the world. When he came here at first the idea was to build a larger building, but they could not find a site. There was an idea after the extension of the dockyard they could get room for a building facing Hatterfield and Swire's offices, but they were informed that the space would be required by the Victoria Recreation Club, and that idea fell through. They then consulted with the people who had the letting of houses, and Mr. Clatter and his company offered them these premises. First of all they asked for one block, the price of which was \$80,000, but that would have hardly given them more accommodation than the old place, and ultimately they agreed to take the two for \$120,000. At that time they had some \$30,000 in the bank and the Admiralty gave them \$30,000, which they promptly changed into dollars. This made about \$60,000. The Hongkong and Shanghai Bank had very generously given them 5 per cent interest on this, and agreed to advance them what they required to make up the \$120,000 which they required at 5 per cent. The fittings, etc., had cost something like \$25,000, which made about \$85,000, which they required from the bank. In connection with the premises were four godowns. One was to be made into a bowling-alley, two others were rented by the C. P. R. Company, and they would have a great deal more godowns would go towards meeting the deficiency. Then the Admiralty had promised them another \$1,000 if they would raise a like sum among themselves, and he hoped they would be able to do this before the end of the financial year. The Colonial Government had come forward and very kindly promised them \$300 a year. He asked them to remit the rates and taxes, but was told that that was not possible, although if a military officer took a house that he entitled the owner to their remission. As present the rates and taxes would amount to about \$1,200 a year. They proposed making their own mineral waters, and if anybody wanted to come to a good place for mineral waters they could not do better than patronise them. They could be supplied at 40 cents per dozen. One other thing which they wanted was a pier, where men could land from the ships and return to them without having to pass other institutions which existed about the town and which might not be of so respectable a character. After observing that by and by they would be able to provide some 200 or 250 beds, the Commodore concluded and expressed his thanks to those who had attended for their presence.

His Excellency the Governor congratulated them most heartily on the opening of this institution. He thought an institution like this was very much required. The Commodore had let him have it rather hard about the question of taxation, but he thought on the other hand when they remembered that the Colonial Government had made a present to the Navy of something like \$1,500,000 and all the land they had got for the extensions, no one could complain of their want of generosity to the Navy. (Hear, hear.) He thought this was the best proof he could give them that it was not for want of sympathy with them that he had refused to remit taxes which really he had no right to remit. He thought that almost the last thing which Lady Blake did before they left Jamaica was to start a fund and put it into the hands of the Commodore and General for the express purpose of starting such an institution as that for the benefit of the coming over from Port Royal which did not possess any respect- able men to go to. He might add that their excellent mineral water man- ufacture had obtained large dimensions and turned out a large amount of mineral waters in the future he would give them a distinct promise that their assessment should not be increased. He again congratulated them heartily on their new premises, and he wished the institution every success in the future. The proceedings then terminated.

EXPORT CARGO.

For steamer *Rhipoeis*, sailed 26th August, For London—4,902 boxes—102,943 lbs. scented caper tea, 4,290 boxes—90,090 lbs. Congou tea, 5 half-chests tea from Amoy, 13 boxes (particulars unknown), 3,547 bales lamp, 150 bales waste silk, 120 bales canvas, 130 rolls matting, 7 bales ore, 45 bales shell, 80 cases shell, 72 cases cigars, 100 cases fans, 5 cases cow-hair, 10 cases essential oil, 161 cases Chinaware, 34 cases blackwoodware, 15 cases feather dusters, 4,190 cases preserves, 601 cases preserves, 390 pkgs. flower bulbs, 10 pkgs. personal effects, 30 pkgs. sundries. For London opt. Manchester opt. 150 bales waste silk. For London opt. Hamburg—250 bales castor lignum, 227 bales canvas. For London opt. Amsterdam opt. Hamburg—50 bales feathers. For Liverpool 1 case lychees. For Glasgow—4 pkgs. sundries. For Dundee—50 cases preserves. For Hamburg—4 cases shell. For Buenos Ayres—150 pkgs. tea.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

IN MEMORY OF THE DEAD IN SOUTH AFRICA.

Salvage Club, 107, Piccadilly, W. 3rd August, 1900.

TO THE EDITOR OF THE "DAILY PRESS." SIR,—I feel sure that your readers will be interested to learn the progress of a scheme, supported in every quarter of the world, to commemorate the dead, from all parts of the British Empire, who have fallen in the South African War. For the inception of this plan I can claim no credit whatever; but it has been handed over to me by its originator to be developed on the widest possible basis. I therefore venture to ask you for a small portion of your valuable space to lay before the English-speaking public a short sketch of the arrangements now in progress. Least I should seem premature, let me say that I write now for two reasons—first, because so large a scheme needs long and careful preparation; secondly, because I think it of great importance that there should be no risk of the attention of the public being distracted, by other possible suggestions, from the plan that has already received a support which may fairly be called not merely national, but in the widest sense imperial, as you, sir, will be in a position to judge from the lists which I enclose herewith, strictly for your private information.

A very widespread expression of sympathy has been obtained for the broad general principle that the names of all our dead should be in some way permanently preserved in an appropriate building in London, whether they were British-born, or whether they came from the Colonies, whose assistance in this campaign has marked the birth of a coherent and united Empire, in which every part is ready to share in the common responsibility and to bear the common burden. In order to give this feeling a practical form a large number of gentlemen have signified their willingness to become members of what may be called the First General Committee, a body that is drawn from a very wide area and will carry authority wherever the English tongue is spoken. Its numbers are not yet quite completed, but it is already fully representative of the present Cabinet, of both Government and Opposition in the Upper and Lower Houses of Parliament, of every branch of religious thought, of the Privy Council, of the Lords Lieutenant of the London County Council, of Art and Letters, of the learned Societies, and of every Colony under the British flag.

The objects of this Committee have already been received with approval in the highest quarters, and at the proper time, probably within a few days after active military operations in South Africa have ceased, I shall be at liberty to ask you to publish the names of its members, too, after the first general meeting has enabled us to distinguish the plan most likely to commend itself both in the Colonies and at home. I shall hope to lay before you details as to the form this Memorial will take, the site suggested, the method of raising funds, and other matters on which it is impossible as yet to dilate. If I seem unnecessarily vague now, I can but plead the great importance—as it appears to me—of not starting so large a project with any hard and fast ideas, and of not saddling a Committee with any stereotyped recommendations that might—in some cases—repel a large section of the public sympathy. But in the interval, before any definite conclusions have been arrived at apart from the general acquiescence of a large and representative body in the fact of a future memorial to be built in London, I shall be very glad of any suggestions in the shape either of warning or advice.

I think I need hardly say more to commend the attention of English readers to the broad principle which the Committee has been organised to support, and I look forward to the day when, under the sanction and authority of their names, a definite and fairly detailed scheme can be brought forward, after the close of the War.—Faithfully yours, THEODORE A. COOK.

THE UNITED STATES IN CHINA.

Mr. Josiah Quincy, writing in the *Contemporary Review* under the above title, says:—While the United States has recently entered upon a policy of insular expansion, both in the Pacific and Atlantic oceans, it would be a great mistake to infer that we desire more territory wherever we can get it, or that because we are in the Philippines—and even now one of our great political parties favours a practical withdrawal from these islands—we are going to become engaged in the general politics of Asia, or to throw our weight into her political scales, except to the extent of safeguarding, as far as possible, our own commercial interests. To put the matter more plainly, if as some of the best-informed authorities are approaching in Asia—first, a struggle between Russia and Japan over the control of Corea, and second, a larger but perhaps more remote, conflict between Great Britain and Russia as to the advance of the latter power in Asia, and ultimately as to the possession of India itself, already threatened by the rapid growth of Muscovite power and influence upon its borders—the United States, wherever the sympathies of a majority of her people might be, should, and doubtless will, maintain a strict neutrality. The development of her own continental territories, with the maintenance of the Monroe doctrine throughout the Western hemisphere, affords a large enough scope for some time to come for her ambitions. To join with England, or with Japan, or both, in settling the politics of Asia, in which they are both vitally concerned while we are not, would be to allow ourselves to be used to promote world's peace. The only third course would seem to be the practical control of China by Russia—and this is threatening.

Commercially, the United States has a definite policy in Asia, that of the open-door, and she will doubtless join with any Powers which have the same policy so far as diplomatic action within reasonable bounds is concerned; political-

ly, neither having nor desiring any territory upon the continent of Asia, she should keep entirely free from the governmental complications of the Orient. By so doing we shall not only best preserve the interests of our own people, but may continue to occupy such a happy relation to all the other Powers that when the Asiatic crisis comes, if unfortunately when it must, we may be able to render a great service to the world by mediating between the warring Powers. All Americans must hope that out of the horrors of the present situation in China may at least come that better understanding of one another, that large regard for the interests of all, which may establish a lasting and assured concord among the Powers now allied in the interests of Western civilisation. China and Asia are large enough to satisfy the reasonable ambitions of all of them.

THE DEMAND FOR COAL.

The British and Continental press are paying considerable attention just now to the question of coal produce in England, Australia, Japan, and other parts of the world where that commodity is to be found. On the one side it is openly asserted that France, Germany, and the other powers are making heavy purchases of coal from England, and storing them up "to be used in some future time in their warships in the event of any great naval struggle"; on the other hand it is put forward that, far from the storage being made for any such warlike purpose, it is the outcome of commercial enterprise and speculation at a time when passing events make it necessary to replenish the various stocks both at home and abroad, and keep them well stored. One journal states that "the constant rises in the price of coal are threatening England with the most serious famine she has ever known"; another calls upon the Government to legislate upon the subject, and forbid the enormous consignments of English coal from being shipped to France and Germany; a third some bid for the purpose of purchasing the new Kentish coal project, which has in view the development of the mine shortly to be opened up in Kent. "Every rival nation," says a London daily "is clamouring for our coal, and the exports are increasing to an extent never before known. The French, Germans, Russians, and others know that coal means wealth, and they are prepared to pay substantial rates. Hence, English coal today is blazing in the workshops of Calais and Hamburg and St. Petersburg, while the English workmen have to face empty furnaces." A brief tale will show the increase that is taking place in the export of coal during the first five months of the last three years. The total exports were in 1898, £6,449,409; 1899, £5,760,938; 1900, £14,239,355. Germany has recognised that in securing coal, whatever source of potential wealth. The Government has ordered the State Coaleries that when they enter into fresh contracts they shall give preference to home consumers. Accordingly, the coaleries have decided not to accept any new orders from France, and a very few orders from anywhere else. All over the world English coal is today being hoisted up by rival Powers against England. Our hard coal is the best in the world, and the other Great Powers know it. They are buying steadily, filling their store-houses and arsenals yards.

This is a very good thing for the owners of Welsh coal fields. They are reaping princely profits from the national distress. The price of their product is mounting up, and one well-known firm alone must have cleared not far supplies were unlimited we might look on the matter without much care, but even the English coal fields will not last for ever. It may not be very many years before large tracts of what are now most profitable fields will be no longer economically profitable to work. England can stand many things; but, once she ceases to export coal, our commercial position goes with it.

The colliery owners have looked very ill after themselves. The time has come for the country to protect itself. What form this protection must take remains yet to be seen. The most generally favoured plan is a heavy tax on all exported steam coal. France once feared this, and in 1861 induced England to agree to impose no such tax for ten years from then.

In the Lancashire mining world, the owners are actually dictating their own terms to great corporations like the London and North Western Railway Company, for the first time, it is stated, for over a quarter of a century, and matters have come to such a pass that the aid of Parliament is to be invoked.

A STOLEN CHINAMAN.

It may not be generally known, says the *Daily Chronicle*, that Dr. Moorhouse, Bishop of Manchester, once stole a Chinaman, but the offence was committed in his Australian days when he was Bishop of Melbourne, so that he is probably saved by the Statute of Limitations. The Freebooters of Melbourne discovered a promising young Mongolian named Cheok Hong Cheong, trained him in their theological hall, helped him to the degree of B.A. at the Melbourne University, and made him an elder of the Kirk. But one evening, Mr. Cheong happened to speak at a missionary meeting, with Bishop Moorhouse in the chair, and he spoke with such remarkable ability that the chairman was deeply impressed. Shortly afterwards it was announced that Mr. Cheong had been appointed superintendent of Church of England Missions to the Chinese in the diocese of Melbourne. There was naturally a noise in the Presbyterian camp, and sharp practice was suggested, but Mr. Cheong passed from the Freebooters to the Anglican fold with Oriental secrecy.

Mr. Cheong still holds the office to which Bishop Moorhouse appointed him, and he has just delivered a lecture on "The Reconstructive Forces of China." He admitted there was something apparently anomalous in this title, as the destructive forces seemed to be most in evidence at present. Nevertheless, he was confident that amid these adverse circumstances China retained the remarkable vitality which had characterised her through the ages. Her people were found all over the East, and in the vast regions of Burma and the Malay Archipelago the bulk of the trade and commerce was in their hands. There was abundant evidence that the Chinese people had lost none of their traditional intelligence, energy, industry, and enterprise. The lecturer summed up three great reconstructive forces of China in the words, Christian missions, Christian healing, and Christian literature. Mr. Cheong speaks English wonderfully well, but with a pronounced Scottish accent.

The Russian Army would seem to be a little mixed in its notions of music. It is in the regulations—at least, so we learn from "Le Republic"—that for the future the troops shall advance to the charge singing. But, like Mr. Gilbert's grenadier, the Russian soldier shrinks monotonously. Each company is to have its own battle song, and as no two are to be alike, the vocal records of a Russian battalion at the charge should be scarcely less formidable than their bayonets.

THE RUSSIAN FINANCIAL CRISIS.

Various reasons are being put forward, writes the Moscow correspondent of the *Westminster Gazette*, for the present crisis in the Russian money market. M. de Witte's experiments with the gold standard, whereby the price of the silver or paper rouble was fixed at 86 2-3 kopecks, the security of gold resulting from the war in South Africa, and the bogus crisis of last year, which to a great extent destroyed public trust in commercial securities, are some of the causes assigned by men who are supposed to know. Perhaps all these, and other besides, have played their parts, but I believe that the last named has been the most powerful factor in the situation.

M. de Witte's financial genius is universally recognised, and I have not the slightest intention to set myself up as one of his critics. However, the best and wisest of men are liable to make mistakes, and not a few are of the opinion that M. de Witte made one last year.

The Ministry of Finance issued some very strict rules regarding the securities to be accepted by the Imperial Bank against advances made to other banks. These orders were tantamount to a diminution of credit by the Imperial Bank, and, that being so, other banks were forced to follow the same policy in dealing with their clients. This resulted in what I have for convenience called a "bogus crisis," for as the market prices of all securities fell to a very considerable extent. After a time the Imperial Bank began to buy up some of the depreciated securities at a very low figure, and these, as a direct result of their having been taken in hand by the Bank, immediately rose in price. Then the Imperial Bank sold out at an immense profit, having made a very successful speculation; but public confidence had received a severe shock, and prices have been getting worse ever since. It is true that there have been temporary stands made, but on the whole, the tendency has been downward.

Already many good firms of long standing have come to grief, bringing hosts of other failures in their train, and still the black list increases. A sense of insecurity and fear that something yet much worse may happen have caused vast sums of money to be withdrawn temporarily from the market. The extent to which this step has been taken all over the country may be imagined by taking Moscow as an example. I have it on good authority that about two months ago eight hundred and twenty million roubles, most of which was formerly in currency, had been lodged in the Moscow branch of the Imperial Bank for safe keeping, an account, it is needless to say, yielding no interest.

To add to former difficulties, the Boxer trouble which has broken out in China has had a depressing effect upon the market, and the sudden death of Count Muraviev, the Foreign Minister, has served to make bad worse. The present financial position of the Russian market is doubtless in a sufficiently critical state to give rise to the gravest anxiety.

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JAPAN'S ATTITUDE IN THE
CHINESE CRISIS.

The Tokyo correspondent of the *Times* writes on July 6:—It is very generally believed in Japan that the Chinese crisis must lead to serious complications between the Treaty Powers unless some definite understanding governs their actions. In common with every one else the Japanese were unprepared for such an outbreak as that of the "Boxers." They knew that a spirit of unrest prevailed in China, and that trouble might occur at any moment. But their impression was that the friends of progress were more likely to rebel than its opponents. In spite of the crushing blow that Liberalism experienced in 1898, when the Emperor Kwang Hsu was set aside and the Empress Dowager put forward as the figure-head of Conservatism, the Chinese continued to avail themselves steadily of the educating assistance of Japan. The great Viceroy Chang Chih-tung, made wiser, probably, by the experiences of Japan herself at the time of the restoration, began some three years ago to send men to Tokyo nominally to study this or that science, but chiefly to examine the appearance of Western civilization and to acquire a liking for it. In the days of Japan's transition from the old to the new no medicine proved so efficacious for curing prejudice as foreign travel. That fact was brought to the knowledge of leading Chinese by their intercourse with Japanese statesmen like Marquis Ito and Count Okuma—Marquis Ito himself had been an anti-foreign zealot prior to his voyage to England in 1862—and they began quietly to send students to Japan who, whatever may have been their political complexion at the time of their arrival in the Japanese capital, soon took on the colour of their surroundings. About 150 of these youths—including a son of Chang Chih-tung—were studying in Tokyo when the recent disturbances broke out in North China. They had to leave of course, but the convictions acquired and the close relations established during their sojourn were not affected by the sudden outburst of anti-foreign fanaticism in their own country, and it was interesting to observe that when a large batch of them embarked at Yokohama for Shanghai they were accompanied to the steamer by a number of Japanese high officials and prominent private individuals, although the Japanese nation already knew that its Legation in Peking had been burnt, that one of its diplomatic officials had been cut in pieces by Chinese soldiers, and that its marines were actually engaged in repelling an attack on the foreign concessions in Tientsin. This recourse to Japanese education represents only a part of the heaven of progress that has been working for several years. Societies have been organized under the leadership of the most influential men in Japan with the object of overcoming Chinese conservatism and lending assistance to any movement that makes for progress. By these societies members have been despatched to study in Europe, Russia, America, and Japan; steps have been taken to translate and publish books illustrating the material advantages of Western civilization; lectures have been constantly delivered and proceedings circulated; close intercourse has been held with Chinese subjects travelling or residing in the country, and correspondence has been carried on with leaders of thought in the cities and provinces of the Middle Kingdom. In fact, a powerful though unostentatious machine constructed in Japan has been working in the interests of China's regeneration, and its operations have been zealously assisted by the Chinese communities in Yokohama, Kobe, Nagasaki, and Hakodate, who maintain schools where their nationals receive instruction on Western lines; who publish newspapers conducted on enlightened principles; who organize clubs where politics are discussed in a wholesome spirit, and who employ their energies generally to further the cause espoused by the Japanese societies. This lenient process has undoubtedly produced large effects, especially in Central and Southern China, where it has the sympathy and co-operation of men like Liu Kang-yi, Chang Chih-tung, and Li Hung-chang. Could the Japanese influence have continued operative without interruption for a few years longer there would certainly have been created in the neighbouring country a reform party too strong to be brow-beaten by the Peking bigots. Already, indeed, the party had assumed such dimensions that some signal evidence of its existence might have been furnished at any moment, and an incident of that nature would not have been surprising.

But side by side with the methods of quiet education pursued by Japan other factors were active. The Chinese constantly received vivid object lessons illustrating the rude and arbitrary aspects of Western civilization. The long chapter of aggressions and exactions opening with Germany's seizure of Kiaochow appealed to elementary passions much more likely to be translated into action than the reasoning faculties which Japanese influence was awakening. Not much has been said by European moralists about the Kiaochow incident, but the effect it produced in the Orient was profound. Japanese and Chinese publicists asked whether anything was impossible if a leading European Power might lay violent hands on the territory of a friendly State in time of peace without preliminary notice or discussion of any kind. Then followed Russia's Port Arthur and Manchurian coups. Neither Japan nor China was blind to the cynical audacity of the great Northern Power in appropriating a position from which it had driven Japan, two years previously, on the plea that her presence there would constitute a menace to the Chinese capital. Leo-tung and Shantung are the gates of Peking. In 1895 Germany and Russia alleged that, in the interests of China's integrity, the possession of one of these gates by Japan could not be tolerated. In 1897 they seized both of

the gates for themselves. It was a grimly cynical performance, a worthy prelude to the series of concessions subsequently exacted from China by her Occidental friends. She may have deserved such treatment, but that did not render it less painful, especially as it was accompanied by a running commentary on the wretched pusillanimity and want of patriotism shown by a people who endured such things tamely. China was subjected to all kinds of indignities and, at the same time, taunted for suffering them patiently. People learned to imagine that nothing could rouse her, and the fact that her indignation has at length overcome her prudence seems to have taken the Japanese also by surprise. They do not join in the outcry now raised against Chinese treachery and savagery. They are not prepared to say, that by doing, albeit in a blundering, blind-eyed way, what she has been constantly ridiculed for not doing—asserting her manhood—she has established another title to be abused and crushed. But they do sincerely endorse the view that the "Boxers" and their confederates are China's worst enemies and that they must be quelled as speedily as possible. Among all the interested nations Japan is most favourably situated to undertake the task of dealing with these fanatical insurgents. She could have despatched an army of 50,000 men within ten days of the receipt of the news that Tientsin had been invested. It has been asserted that her finances prevent vigorous action. That is an error. She was never so favourably situated from a financial point of view. When the war with China broke out in 1894 the Tokyo Treasury held a sum of about 25 million yen, representing accumulations of surplus revenue. It contains now a sum of 50 millions, representing a reserve set apart from the Chinese indemnity for purposes of naval maintenance, famine relief, and educational aid; and it can lay its hands on 30 millions more without any trouble. The troops were ready, the money was ready, yet Japan hesitated and is still hesitating. It would have immensely gratified the national sentiment to see the Tientsin and Peking communities rescued by Japanese soldiers, and to see an anti-foreign rebellion in China promptly quelled by Japanese military intervention. The Tokyo Press wrote in that strain, and for a time the Government's apparent inaction was bitterly upbraided. But the Government, looking ahead, saw that the dangers threatened by the Chinese rebels were a bagatelle compared with the dangers likely to result from want of ultimate concord between the foreign Powers. The *Times* spoke truly when it said that after Japan's Liao-tung experience she would not be likely to put her hand to any work without some previous assurance as to the attitude of European States towards its results. But there is a larger consideration. Japan wants to know something definite about the programme that the Powers intend to adopt in the sequel of this disturbance. She has no desire to co-operate prominently in a campaign which may end in a collision of selfish interests instead of solving a problem that constitutes a constant wish to assist in creating fresh opportunities for aggressions that have already impaired the integrity of China.

It is with England that the resolution of Japan's doubts rests. England and the United States represent the open door policy that commends itself to Japan. England and the United States are also understood to aim at preserving the balance of power in the East and preventing the preponderance of any one State. With such a programme Japan entirely sympathizes, and to such a programme she is willing to lend her strongest support. But she declines to rely on conjecture only. She wants an explicit understanding, and it is in Downing-street that the outlines of an understanding must be traced. If the British Government consents to be explicit, the difficulties will disappear at once. By this time a strong Japanese force might have been marching to the relief of Peking, whereas all that Japan has actually done is to send a few thousand men for immediate needs, and to prepare an army which can be moved so soon as its objective is clearly and satisfactorily indicated. The Government in Tokyo has invited from foreign Powers an exposure of their intentions. Those that are bent upon promoting the regeneration of China, preserving her integrity, and keeping her markets open to the world, will find in Japan an earnest ally. But it is for England to lead the coalition and formulate its motto.

TWO SORTS OF FATIGUE.

To be tired is nothing. The bodily powers are more or less exhausted for the time being. No harm is done. The sources of strength are not impaired. Food and rest will set things to rights. We shall sleep all the better for having come home under the soothing influence of fatigue. It is nature's narcotic, leaving no headaches or bewildered brains behind it. It is the highest licence to knock off work; it is an order for to-morrow's supply of vigour. The man who was never tired with honest labour has missed one of life's luxuries. But the thing this woman talks of is very different. Rest does not relieve it; the cheerfulness and refreshment of the evening meal cannot be used as an antidote to it; it is a sort of weakness which neither welcomes the darkness nor has hope in the dawn. "Even since I was a girl of twelve years of age," she says, "I have been weak and ailing. I had no strength or energy, and was always low and languid. I had a poor appetite, and the little food I took gave me great pain at the chest and through to my legs. I had a constant pain at my right side. From time to time I was taken with spasms, and for hours was maddened with pain. I lost much sleep, and had often to sit up in bed. I had a gnawing pain and a sinking in the stomach which made me feel as if I had no strength left. "In this low state I continued for years, being sometimes better and again worse, but never free from pain. I got so extremely weak that I often thought I should never live. "In March, 1893, my mother-in-law told me about Mother Seigel's Curative Syrup, and how it had done her good. I got a bottle from Mr. F. Hudson, chemist, Ecclestone, and when I had

taken it a short time I found great benefit. My food agreed with me and I felt stronger. I kept on taking it, and soon was better than I had been for years. "Since then I have kept the medicine in the house, and whenever I feel anything of my old complaint it never fails to cure me. I am now in good health, for which I thank Mother Seigel's Syrup. You can make what use you like of this statement. (Signed) Mrs. Esther L. Palin, Cotes Heath Bank, Standon, near Crowe, Nov. 1st, 1895." Mr. Frank T. Hudson, the chemist whom Mrs. Palin names, informs us that he has known her for some years, and vouches for the accuracy of her statement. In the absence of definite information we can do no more than speculate as to the original cause of this lady having become, at so early an age, a victim of indigestion. The unhappy fact, however, is, that there are multitudes of children, usually girls, who suffer in the same way. They are anemic, pale, weak, low-spirited, short of breath, and generally incapable. Every doctor comes across them in his practice, and plenty of trouble and worry he has in trying commonly with poor success—to cure them. The fundamental defect with these young people is a congenitally bad digestion. The stomach is dull, weak, cold, and torpid; hence food does not nourish, and all the symptoms and results of non-nutrition follow, as described by Mrs. Palin. The patient may die—helpless to resist—of some acute disease like pneumonia or quick consumption, or linger along for many years, as she did, bearing a load of illness and pain that is pitiable to see. In these sad cases Mother Seigel's Syrup has made a record of cures, even in advanced life, which stamp it as a genuine remedy. It goes to the root of the trouble, the incompetent stomach and liver, stimulates them to normal action, and thus ensures a radical recovery. Despite their dismal past many a woman having used the Syrup, says with Mrs. Palin, "I am now in good health."

TO LET.

TO LET.

A SIX-ROOMED HOUSE ON PEAK ROAD

nearing completion.

Also

No. 3, RICHMOND TERRACE.

Apply to—

HUMPHREYS ESTATE & FINANCE

CO. LIMITED.

Hongkong, 1st September, 1900. [1871]

TO LET.

"HARFORD"—MAGAZINE GAP.

ONE LARGE ROOM (THIRD FLOOR,

QUEEN'S BUILDINGS,

13, PRAYA CENTRAL, now known as

2ND DES VEAUX ROAD CENTRAL. ROOMS ON

2ND FLOOR.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 15th June, 1900. [81]

TO LET.

FOR A Month or Six weeks, from 26th

September, a FURNISHED HOUSE

For terms, apply—

X.

Care of Daily Press Office.

Hongkong, 5th September, 1900. [2355]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an

OFFICE, on N.E. corner of THIRD

FLOOR, PRINCE'S BUILDINGS.

Apply to—

S. J. DAVID & CO.

Hongkong, 16th July, 1900. 1945

TO LET.

A FURNISHED ROOM with Board with

an English Family. House situated on

the higher levels. Suitable for a Young Man.

Apply to—

J.

Care of Office, at this Paper.

Hongkong, 4th September, 1900. [2346]

TO LET.

"THE EYRIE."

AT the PEAK, close to summit; delightfully

cool and healthy.

TO BE LET, FURNISHED.

Immediate possession can be had.

For Particulars, apply to—

R. C. WILCOX,

8, Beaconsfield Arcade.

Hongkong, 15th June, 1900. 1757

TO LET OR FOR SALE.

THE VILLA LUCIA, POKFULAM.

For Terms, &c., apply to—

D. MUSSO & CO.

No. 268, Praya West.

Hongkong, 14th August, 1900. [2209]

BOARD and APARTMENTS at Kowloon

For Married or Single.

Apply—

"BERYL."

Garden Road, Kowloon.

Hongkong, 6th June, 1900. 1674

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER.

2, Pedder's Hill.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,

"VERITAS."

BRANCH ROAD WEST.

FELIXSTOWE, SUFFOLK,

ENGLAND.

Hongkong, 26th August, 1900. [2283]

NOTICE OF REMOVAL.

THE Offices of the

HONGKONG DAILY PRESS,

CHUNG NGOI SAN PO,

CHRONICLE & DIRECTORY,

have this day been Removed to

9, PR

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	JAVA	Brit. str.	—	G. W. Jordan, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & C. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th inst.
LONDON VIA SUEZ CANAL	ALCINOUS	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT	HECTOR	Brit. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th inst.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	—	Schmidt	MISAGRIE'S MARITIMES	On 20th inst., at Noon.
MARSEILLES, & C. VIA PORTS OF CALL	YAKHA	Fr. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 10th inst., at 1 p.m.
MARSEILLES, & C.	KAWACHI MARU	Jap. str.	—	Brann	CARLOWITZ & CO.	On 21st inst., at Daylight.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Jäger	CARLOWITZ & CO.	On or about 21st inst.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SERBIA	Ger. str.	—	Schuder	CARLOWITZ & CO.	On or about 12th Oct.
HAVRE & HAMBURG	EMERALD	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 20th Oct.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL	DUKE OF FIFE	Brit. str.	—	J. S. Cox	DODWELL & CO., LIMITED	On or about 12th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	SHAW, TOMES & CO.	On or about 15th inst.
NEW YORK VIA SUEZ CANAL	SKARPSNO	Brit. str.	—	J. Kennedy	JARDINE, MATHESON & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	MONMOUTHSHIRE	Brit. str.	—	Nelson	CARLOWITZ & CO.	On or about 10th Oct.
VICTORIA, B.C., & TACOMA VIA SHANGHAI	CITY OF PEKING	Am. str.	—	C. C. Talbot, R.N.R.	DODWELL & CO., LIMITED	To-morrow.
VANCOUVER, VIA SHANGHAI & C.	AMERICA MARU	Jap. str.	—	A. E. Moses	CANADIAN PACIFIC R. CO.	On 20th inst.
PORTLAND, OREGON	GALICIA	Brit. str.	—	Duchateau	T. H. STEVENS & CO.	Quick despatch.
PORTLAND, OREGON, & C.	BERGENHUS	Brit. str.	—	F. J. Fox	DODWELL & CO., LIMITED	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI, & C.	TAIYUAN	Brit. str.	—	S. Barnham	PAIFIC MAIL S. S. CO.	On 18th inst.
SAN FRANCISCO VIA AMOY, & C.	ROSETTA	Jap. str.	—	H. Nagata	PAIFIC MAIL S. S. CO.	On 12th inst., at Daylight.
SAN FRANCISCO VIA NAGASAKI, & C.	YAWATA MARU	Jap. str.	—	A. S. Mihara	O. & O. S. S. CO.	On 27th inst., at Noon.
SAN DIEGO, & C. VIA SHANGHAI, & C.	SHINANO MARU	Jap. str.	—	J. G. Spence	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
AUSTRALIAN PORTS	ESMERALDA	Brit. str.	—	M. Maganzini	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	TAIYUAN	Brit. str.	—	P. Yoshizawa	MISAGRIE'S MARITIMES	On or about 15th inst.
NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—		P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI	Brit. str.	—		DODWELL & CO.	On or about 13th inst.
SHANGHAI & KOBE	SHANGHAI	Brit. str.	—		P. & O. S. N. Co.	On or about 15th inst.
SWATOW	SWATOW	Jap. str.	—		DODWELL & CO.	To-day, at Noon.
SWATOW, AMOY & TAMSUI	SWATOW	Jap. str.	—		MISUI BUSSAN KAISHA	On 9th inst., at Daylight.
SWATOW, AMOY & TAMSUI	SWATOW	Jap. str.	—		MISUI BUSSAN KAISHA	On 19th inst., at Daylight.
MANILA DIRECT	MANILA	Jap. str.	—		BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA DIRECT	MANILA	Jap. str.	—		SHAW, TOMES & CO.	To-day, at 5 p.m.
MANILA DIRECT	MANILA	Jap. str.	—		SHAW, TOMES & CO.	On 20th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	SINGAPORE	Brit. str.	—		DAVID SASSOON, SONS & CO.	To-morrow, at 1 p.m.
SINGAPORE, PENANG & BOMBAY	SINGAPORE	Brit. str.	—		CARLOWITZ & CO.	On 11th inst., at Noon.
SANDAKAN	SANDAKAN	Jap. str.	—		MELCHERS & CO.	Quick despatch.
BOMBAY, VIA SINGAPORE & COLOMBO	BOMBAY	Jap. str.	—		NIPPON YUSEN KAISHA	On 13th inst., at Noon.

SHIPPING.

ARRIVALS.
 Sept. 6, HERRIES, Norwegian str., 349, J. C. Jansen, Canton 5th September, General.—JARDINE, MATHESON & CO.
 Sept. 6, CHINA, German steamer, 1,113, Voss, Moji 29th Aug., Ballast.—STRESEN & CO.
 Sept. 6, FEICHING, British str., 937, Gordon, Shanghai 20th Aug., and Foochow 4th Sept., General.—CHINESE.
 Sept. 6, JAVA, British steamer, 4,693, G. W. Gordon, R.N.R., Foochow 4th Sept., General.—P. & O. S. N. Co.
 Sept. 6, AIRLIE, British str., 2,590, St. John George, Kobe 29th Aug., and Foochow 4th Sept., General.—GIBB, LIVINGSTON & CO.
 Sept. 6, AACHEN, German transport, 3,832, Claus, Polack, from Bremen.
 Sept. 6, HENRIET, British str., 1,385, Klopfer, Shanghai 3rd Sept., General.—CHINESE.
 Sept. 6, TAMSUI MARU, Jap. str., 1,075, Nagata, Tamsui, Amoy and Swatow 5th September, General.—M. B. KAISHA.
 Sept. 6, DECIDEE, French gunboat, 650, Leanny, Saigon 1st September.
 Sept. 6, SINAI, French transport, 2,784, Marembetto, Marseilles 15th June, Tonbu 26th July and Kwong-chow-wan 5th September.
 Sept. 6, PHEANANG, German str., 1,921, A. Calder, Bangkok 31st August, General.—MELCHERS & CO.

CLEARANCES.

Sept. 6, HERRIES, Norwegian str., 349, J. C. Jansen, Canton 5th September, General.—JARDINE, MATHESON & CO.
 Sept. 6, CHINA, German steamer, 1,113, Voss, Moji 29th Aug., Ballast.—STRESEN & CO.
 Sept. 6, FEICHING, British str., 937, Gordon, Shanghai 20th Aug., and Foochow 4th Sept., General.—CHINESE.
 Sept. 6, JAVA, British steamer, 4,693, G. W. Gordon, R.N.R., Foochow 4th Sept., General.—P. & O. S. N. Co.
 Sept. 6, AIRLIE, British str., 2,590, St. John George, Kobe 29th Aug., and Foochow 4th Sept., General.—GIBB, LIVINGSTON & CO.
 Sept. 6, AACHEN, German transport, 3,832, Claus, Polack, from Bremen.
 Sept. 6, HENRIET, British str., 1,385, Klopfer, Shanghai 3rd Sept., General.—CHINESE.
 Sept. 6, TAMSUI MARU, Jap. str., 1,075, Nagata, Tamsui, Amoy and Swatow 5th September, General.—M. B. KAISHA.
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 Sept. 6, SINAI, French transport, 2,784, Marembetto, Marseilles 15th June, Tonbu 26th July and Kwong-chow-wan 5th September.
 Sept. 6, PHEANANG, German str., 1,921, A. Calder, Bangkok 31st August, General.—MELCHERS & CO.

DEPARTURES.

Sept. 6, COPTIC, British str., for San Francisco.
 Sept. 6, NANKIN, British transport, for Bombay.
 Sept. 6, HAMBURG, German str., for Shanghai.
 Sept. 6, P. HEINRICH, Ger. str., for Europe.
 Sept. 6, TOONAN, Am. str., for Shanghai.
 Sept. 6, LORANG, British str., for Vladivostok.
 Sept. 6, ELM BRANCH, British str., for Kotsu.
 Sept. 6, AUSTRALIAN, British str., for Kobe.
 Sept. 6, HALLAN, French str., for Hahow.
 Sept. 6, RICHMOND CASTLE, British str., for New York.
 Sept. 6, NINGPO, British str., for Hongay.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Argus, Esmeralda, Longwood, Olympia, Kong Beng, Canning, Tai On, Pakshan.
 COSMOPOLITAN DOCK.—Stanfield, Nanshan.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews on the following Vessels during their stay in Hongkong:—
 NORWEGIAN, British str., Thos. Roy.—Order.
 PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.
 AUSTRALIAN, British steamer, Helms.—Gibb, Livingston & Co.
 LIGHTNING, British str., Spence.—D. SASSOON, Sons & Co.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 THE Company's Steamship

FOR SWATOW.
 Captain Passmore, will be despatched for the above port TO-DAY, the 7th inst., at Noon.
 For Freight or Passage, apply to
 DOUGLAS LARRAIK & CO.,
 General Managers.
 Hongkong, 6th September, 1900. [2364]

CHINA NAVIGATION COMPANY, LIMITED.
 THE Company's Steamship

FOR MANILA.
 Captain G. Robinson, will be despatched as above TO-DAY, the 7th inst., at 4 p.m.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 3rd September, 1900. [2344]

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY LIMITED.

FOR MANILA DIRECT.
 THE Company's Steamship

"MENMUIR."
 Captain E. W. Almond, will be despatched as above TO-DAY, the 7th inst., at 5 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 4th September, 1900. [2352]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship

"LIGHTNING."
 Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 8th inst., at 1 p.m.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 4th September, 1900. [2351]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship

"TAMSUI MARU."
 Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 9th inst., at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 4th September, 1900. [15]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
 THE Company's Steamship

"ESMERALDA."
 Captain Geo. T. Buxland, will be despatched as above on MONDAY, the 10th September, at 5 p.m.
 This steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 5th September, 1900. [2361]

FOR PORTLAND, OREGON.
 (Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).

THE Steamship

"SKARPSNO."
 due here Monday Next, the 10th inst.
 For Freight Rates, apply to
 T. H. STEVENS & CO.,
 4, Queen's Road Central.
 Hongkong, 6th September, 1900. [2365]

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND SUBSIDIARY UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERMAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."
 Captain Maganzini, will be despatched as above on TUESDAY, the 11th inst., at NOON.
 At Bombay the steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 5th September, 1900. [7]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SIBIRIA	HAVE & HAMBURG	About 21st, Freight and Passage.
SAXONIA	(London with transshipment in Hamburg)	About 30th, Freight.
SERBIA	(London with transshipment in Hamburg)	About 12th, Freight.
* KONIGSBERG	HAVE & HAMBURG	About 20th, Freight and Passage.
Capt. Schuder	(London with transshipment in Hamburg)	About 31st, Freight.
* BAMBERG	HAVE & HAMBURG	About 10th, Freight.
Capt. Jacobs	(London with transshipment in Hamburg)	About 11th, Freight.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN."	Comdr. Geo. A. Lee, R.N.R.	WEDNESDAY, 26th Sept., 1900
"EMPEROR OF CHINA."	Comdr. H. Archibald, R.N.R.	WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA."	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 20th August, 1900. [9]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	BOMBAY, SINGAPORE and CO.	THURSDAY, 13th Sept., at Noon.
S. Yoshizawa	LOMBO	THURSDAY, 20th Sept., at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKO.	THURSDAY, 20th Sept., at Noon.
A. E. Moses	HAMA	THURSDAY, 20th Sept., at Noon.
KAWACHI MARU	MANSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 21st Sept., at DAYLIGHT.
J. S. Thompson	(SYDNEY and MELBOURNE, via MANILA THURSDAYS ISLAND, TOWNSVILLE & BRISBANE.)	FRIDAY, 28th Sept., at 4 p.m.
SHINANO MARU		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and the Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
 Hongkong, 4th September, 1900. [12]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
PREUSSEN	WEDNESDAY	20th September.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUTSCHOU (Hamburg-America Linie)	WEDNESDAY	6th March, 1901.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above. CALLING AT NAPLES and GENOA.

Shipping Orders will be granted on MONDAY, the 18th September. Cargo and Space will be received at the Agency's Office until Noon, on WEDNESDAY, the 19th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.

Hongkong, 7th September, 1900. [8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR LONDON, SHANGHAI & KOBE, LONDON & C., SHANGHAI, YOKOHAMA VIA NA-GASAKI & KOBE.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON	JAVA	(Noon, 7th Sept.)	Freight or Passage.
	G. W. Jordan, R.N.R.	Sept.	
SHANGHAI & KOBE	TIENSTEN	(About 13th Sept.)	Freight.
	F. J. Fox	Sept.	
LONDON & C.	PARRAMATTA	(Noon, 15th Sept.)	See Special Advertisement.
	A. Symons	Sept.	
SHANGHAI	BENGAL	(About 15th Sept.)	Freight or Passage.
	S. Barnham	Sept.	
YOKOHAMA VIA NA-GASAKI & KOBE	ROSETTA	(About 15th Sept.)	(Passing through the Inland Sea.)
	C. C. Talbot, R.N.R.	Sept.	Sea. Freight or Passage.

For Further Particulars, apply to
 J. M. MARSHALL, Acting Superintendent.

Hongkong, 6th September, 1900. [1]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SANDAKAN.
Calling at KUPAT if sufficient inducement offers.
The Company's Steamship
"SANDAKAN"
Captain Muhle, will be ready to load for the above port on the 4th inst.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st September, 1900. [2325]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEK, EGYPT, MARSSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th September, 1900, at 1 p.m., the Company's Steamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSSEILLES via Bombay.
This Steamer connects at COLOMBO with the s.s. *Ville de la Clotilde*, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 9th Sept. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 28th August, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"INDUS"
Captain Duchateau, will be despatched for the above ports on or about MONDAY, the 10th instant, instead of as previously notified.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 7th September, 1900. [2]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"AFRIDI"
will be despatched for the above port on or about the 12th instant, and will be followed by the Steamship
"MARIA DE LARRINAGA"
on or about the 25th instant.
For Freight apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 4th September, 1900. [2054]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA"
Captain A. Simons, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 15th September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay without transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 3rd September, 1900. [1]

THE STEAMSHIP
"GLENESK"
will be despatched for the above port on or about the 15th September, 1900.
To be followed by Steamship
"ANAPA"
about 15th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2223]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.
(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ORWELL"
will be despatched as above on or about the 25th instant.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 6th September, 1900. [2356]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.
(HAMBURG-AMERICA LINE HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship

"ASTORIA"
Capt. Hillbrandt, will be despatched for the above port on or about 10th October.
For Freight, apply to
CARLWITZ & CO.,
Agents.
Hongkong, 31st August, 1900. [2317]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) WEDNESDAY, Sept. 12, 1900, at DAY.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.
MYOON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Twin-Screw Steamship
"AMERICA MARU"
will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAY, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.
CORPIS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 7th September, 1900. [4]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Panama, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 29th August, 1900. [3]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"GLAUCUS"
Captain Barwise, will be despatched as above on TUESDAY, the 18th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES).
THE Company's Steamship

"HECTOR"
Captain Burr, will be despatched as above on THURSDAY, the 20th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th August, 1900. [2203]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BERGENHUS" 3,606 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO via SHANGHAI, MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 25th September.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 25th August, 1900. [14]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship
"ANPING MARU"
Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 19th Sept., at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 5th September, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ALCINOUS"
Captain Pulford, will be despatched as above on TUESDAY, the 2nd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th August, 1900. [2278]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with LYO-CORSA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG.

Airline, British steamer, 2,500, George, Sept. 6, Gibb, Livingston & Co.
America Maru, Jap. str., 3,353, Going, Sept. 1, Toyo Kisen Kaisha.
Bismarck, Italian str., 1,510, Maganzini, Sept. 3, Cunawitz & Co.
China, German steamer, 1,113, Voss, Sept. 6, Siemens & Co.
Duke of Fife, British str., 2,230, Cox, Sept. 1, Dodwell & Co., Limited.
Esmeralda, British str., 966, Blackland, Aug. 31, Shawwa, Tomes & Co.
Feiching, British str., 987, Gordon, Sept. 6, Chinese.
Flores, Dutch steamer, 2,823, Ounchand, Sept. 1, Butterfield & Swire.
Haitian, British steamer, 1,133, Roach, Sept. 4, Douglas Lapraik & Co.
Hanoi, French steamer, 749, Pannier, Sept. 5, A. R. Marty.
Hermes, Norwegian str., 849, Jensen, Sept. 1, Jardine, Matheson & Co.
Hikosa Maru, Jap. str., 2,294, Hallstrom, Sept. 2, M. B. Kaisha.
Hsinchi, British str., 1,385, Klopfer, Sept. 6, Chinese.
Hus, French steamer, 704, Gullinas, Sept. 1, A. R. Marty.
Iburi Maru, Jap. str., 1,334, Okuma, Sept. 5, Japanese.
Java, British steamer, 2,693, Gordon, Sept. 6, P. & O. S. N. Co.
Kara, British steamer, 1,507, Griffiths, Sept. 2, Government.
Kong Beng, German str., 862, Fuchs, Aug. 23, Butterfield & Swire.
Lightning, British str., 2,122, Spence, Aug. 31, David Sassoon, Buns & Co.
Lionel, British str., 1,045, Cox, Sept. 1, Siemens & Co.
Loyal, German str., 1,237, Lorenzen, Aug. 30, Jardine, Matheson & Co.
Mansing, British str., 1,644, Cox, Aug. 28, Jardine, Matheson & Co.
Memmut, British str., 1,298, Almond, Sept. 4, Shawwa, Tomes & Co.
Munchen, German steamer, H. Kreiss, Aug. 23, Melchers & Co.
Olympia, British str., 1,730, Truebridge, Sept. 3, Dodwell & Co., Limited.
Pakshan, British str., 1,235, Jenkins, Aug. 31, Bradley & Co.
Pharango, German str., 1,021, Calder, Sept. 6, Melchers & Co.
Sado Maru, Jap. str., 6,222, Thompson, Sept. 5, Nippon Yusen Kaisha.
Sardania, German str., 2,111, Muhle, Aug. 23, Melchers & Co.
Siam, British steamer, 992, Holton, Sept. 4, Bradley & Co.
Snackling, British str., 1,021, Robinson, Sept. 2, Butterfield & Swire.
Tachikow, German str., 862, Reher, Sept. 1, Butterfield & Swire.
Tamsui Maru, Jap. str., 1,075, Nagata, Sept. 6, M. B. Kaisha.
Thales, British str., 820, Passmore, Sept. 3, Douglas Lapraik & Co.
Bittern, British str., 399, Askin, Aug. 28, Siemens & Co.
Hamburg, British str., 1,649, Caldwell, Aug. 30, Standard Oil Co.
Mannal Linxiao, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co.
Norwood, British ship, 1,593, Roy, July 31, Standard Oil Co.
Peter Rickmers, Ger. Am. ship, 2,751, Scholer, Aug. 11, Standard Oil Co.
President, British bark, 750, Munro, Aug. 24, Siemens & Co.
Sachem, Amr. bark, 1,267, Nicklos, July 13, Standard Oil Co.
Saramac, Amr. bark, 858, Bartaby, Aug. 15, Standard Oil Co.
Sierra Estrella, British ship, 1,397, Farmer, July 5, Dodwell & Co., Limited.
Stanfield, British bark, 362, Wilson, June 22, Order.
Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, Standard Oil Co.
Togelant, Amr. bark, 1,200, Sunvauld, Aug. 31, Order.
Westgate, British ship, 1,832, Neville, Aug. 9, Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 2,000 h.p., Comdr. C. G. F. M. Cruick, at Shanghai.
Algerine, sloop, 6 guns, 1,100 h.p., Comdr. R. H. Johnston Stewart, at Taku.
Argonaut, British battleship, 11,000, Capt. G. H. Cherry, R.N., at Hongkong.
Aurora, cruiser, 12 guns, 8,500 h.p., Capt. E. H. Bayly, at Newchwang.
Barbar, battle-ship, 14 guns, 9,600 h.p., Capt. G. I. S. Warriner, at Taku.
Donavento, cruiser, 10 guns, 7,000 h.p., Capt. J. C. Sawle, at Shanghai.
Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.
Bismarck, gunboat, Capt. Philip Walter, at Hongkong.
Canton, gun-ship, 14 guns, 9,000 h.p., Capt. E. B. Jellicoe, at Shanghai.
Daphne, sloop, 8 guns, 1,400 h.p., Comdr. C. W. Warriner-Ingram, at Wuhu.
Dido, cruiser, 2nd class, Capt. P. F. Tillard, at Weihaiwei.
Eadyon, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.
Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chalkwick, at Shanghai.
Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Poilo River.
Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.
Goliath, battle-ship, 16 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.
Hurdy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.
Hart, torpedo-boat destroyer, 6 guns, h.p., 4,000 in reserve, at Shanghai.
Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cunningham, Nanking.
Humber, storeship, Comdr. H. J. Davison, at Shanghai.
Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Amoy.
Jana, torpedo-boat destroyer, Lieut. and Comdr. R. G. Corbett, left England.
Lionnet, gun-vessel, 2 guns, 870 h.p., Comdr. W. W. Smythe, at Kinkiang.
Lizard, gunboat, Lieut. John C. Watson, at Shanghai.
Marathon, cruiser, Capt. John G. M. Field, at Chinkiang.
Mohawk, cruiser, Capt. F. W. Freeman, at Amoy.
Orlando, cruiser, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, at Taku.
Otter, torpedo-boat destroyer, Lieut. and Comdr. H. D. Wilkin, D.S.O., at Hongkong.
Peacock, gun-boat, 6 guns, 720 h.p., Lieut. Commander G. P. R. Coode, at Weihaiwei.
Phoenix, sloop, 6 guns, 1,100 h.p., Comdr. R. G. Fraser, at Taku.
Pigmy, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. J. F. E. Green, at Wensung.
Pique, cruiser, 8 guns, 3,600 tons, 7,000 h.p., Natl. Dt. 9,000 F.D., Capt. H. C. Reynolds, at Hankow.
Plover, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. Cowper, at North.
Redcliffe, gun-boat, 6 guns, 720 h.p., Lieut. Comdr. Charles P. Corbett, at Canton.
Robin, river gun-boat, Lieut. Comdr. Godfrey G. Webster, West River.
Rossario, sloop, 6 guns, 980 tons, 1,400 h.p., Comdr. A. W. Hamilton, at Chinkiang.
Sandpiper, river gun-boat, 2 guns, Lieut. Comdr. West River.
Snipe, river gun-boat, 2 guns, 240 h.p., Lieut. Comdr. Oldham, at Wuhu.
Swift, gun-vessel, 2 guns, 870 h.p., in reserve, at Hongkong.
Tamar, receiving ship, Comandoro Francis Powell, C.B., at Hongkong.
Terrible, 1st class cruiser, Capt. Percy M. Scott, C.B., at Weihaiwei.
Tweed, gun-boat 3 guns, 200 h.p., in Reserve, at Hongkong.
Undaunted, armoured cruiser, 12 guns, 5,500 h.p., Capt. A. C. Clarke, at Shanghai.
Wallaroo, cruiser, Capt. Nore, at Kinkiang.
Waterwitch, surveying ship, 450 h.p., Lieut. Comdr. W. D. Lyne, at Shanghai.
Whiting, torpedo-boat destroyer, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, North Wiver, coast defence ship, armoured, 4 guns, 1,000 h.p., at Hongkong.
Woodcock, gunboat, 2 guns, 560 h.p., Lieut. and Comdr. H. W. B. Watson, on Yangtze.
Woodlark, gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hildman, at Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 38 guns, 9,000 h.p., Capt. Jakovlev, at Nagasaki.
Albatross, German gunboat, Ensign D. W. Knox, at Zambouanga.
Albatross, Russian gunboat, 8 guns, 1,200 h.p., Capt. Eliskis, at Vladivostok.
Alouette, French cruiser, 300, Lieut. Aoun, at Shanghai.
Asper, Austrian cruiser, Capt. Wm. Weber, at Shanghai.
Aspie, French gunboat, 6 guns, 453 h.p., Capt. J. Cornet, at Bangkok.
Baltimore, American protected cruiser, 10 guns, 4,413 h.p., Capt. J. M. Forsyth, at S'pore.
Basco, American gunboat, Naval Cadet J. W. Greenslade, at Manila.
Bennington, American gunboat, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Cebu.
Bobbe, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki.
Brandenburg, German cruiser, Capt. Rosendahl, at Kioochow.
Brooklyn, American (flagship) armoured cruiser, Captain C. M. Thomas, at Nagasaki.
Brutus, American collier, Lieut. Comdr. C. J. Boush, at Guam.
Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku.
Cahoon, American gunboat, Ensign A. H. McCarthy, at Manila.
Calico, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Zambouanga.
Carlo Alberto, Italian cruiser, Comdr. Cate, at Singapore.
Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. C. G. Bowman, at Shanghai.
Celtic, American supply ship, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Sydney.
Comete, French gunboat, Capt. Louel, at Canton.
Concord, American gunboat, 6 guns, 3,405 h.p., Comdr. H. G. O. Colby, at Hilo.
Culgoa, American supply ship, Lieut. Comdr. H. C. Gearing, at Sydney.
Decatur, German gunboat, Capt. Leanny, at Hongkong.
D'Entrecasteaux, French flagship, 14 guns, 13,500 h.p., Capt. de Marolles, at Japan.
Deserates, French cruiser, Captain Philibert, at Japan.
Dimity Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Comdr. Sharon, at Vladivostok.
Don Juan de Austria, American gunboat, Com. T. C. McLean, at Canton.
Eclairer, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.
Elba, Italian cruiser, 18 guns, Capt. Cecconi, at Shanghai.
Fieramosca, Italian cruiser, Capt. Carlo Negri, at Shanghai.
Friant, French cruiser, 933 tons, Capt. Adam, at Shanghai.
Gailamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Sabrunnif, at Vladivostok.
Gardopoli, American gunboat, Ensign G. Chase, at Manila.
Gedon, German cruiser, 10 guns, 9,000 h.p., Capt. Kollmann, at Shanghai.
General Alava, American gunboat, Lieut. Comdr. C. E. Fox, at Manila.
Glaucos, American supply ship, Comdr. W. H. Everett, at Manila.
Grenatichy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Mikheevsky, at Nagasaki.
Guichen, French cruiser, Captain Perem, at Taku.
Hansa, German cruiser, 35 guns, Capt. Pohle, at Taku.
Hela, German torpedo-boat, Capt. Hampold, at Kioochow.

FOR EUROPE AND AMERICA.
INDIA, AUSTRALIA, &c.
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
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VESSELS ON THE BERTH

Dido, cruiser, 2nd class, Capt. P. F. Tillard, at Weihaiwei.

Eadyon, cruiser, 12 guns, 10,000 h.p., Capt. G. A. Callaghan, at Taku.
Esk, gun-boat, 3 guns, 200 h.p., Lieut. and Comdr. C. Chalkwick, at Shanghai.
Fame, torpedo-boat destroyer, 6 guns, 5,700 h.p., Lieut. and Comdr. Roger Keyes, Poilo River.
Firebrand, gun-boat, 4 guns, 360 h.p., in reserve, at Hongkong.
Goliath, battle-ship, 16 guns, 12,950 tons, 13,500 h.p., Capt. Lewis E. Wintz, at Shanghai.
Hurdy, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong.
Hart, torpedo-boat destroyer, 6 guns, h.p., 4,000 in reserve, at Shanghai.
Hermione, cruiser, 10 guns, 7,000 h.p., Capt. R. S. D. Cunningham, Nanking.
Humber, storeship, Comdr. H. J. Davison, at Shanghai.
Isis, cruiser, 2nd class, Capt. G. M. Henderson, at Am

POST OFFICE NOTICES.

The City of Peking, with the American Mail of 11th ult., left Yokohama on Sunday, the 2nd inst., at daylight, and may be expected here on or about Monday, the 10th inst.

The India, with the French Mail of the 10th August, left Saigon on Friday, the 7th inst., at 7 a.m., and may be expected here on or about Sunday, 9th inst. This Packet brings replies to letters despatched from Hongkong on 7th July.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow	Thais	Friday, 7th, 11.00 A.M.
Haiphong	Hanoi	Friday, 7th, 11.00 A.M.
Singapore	Java	Friday, 7th, 11.00 A.M.
Manila	Singapore	Friday, 7th, 3.00 P.M.
Manila	Tientsin	Friday, 7th, 4.00 P.M.
Singapore	Tientsin	Friday, 7th, 5.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Africa	Friday, 7th, 5.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Duke of Fife	Saturday, 8th, 11.00 A.M.
Singapore, Penang and Calcutta	Lightning	Saturday, 8th, NOON.
Swatow, Amoy and Tamsui	Tamsui Maru	Saturday, 8th, 5.00 P.M.
		Monday, 10th, 8.00 A.M.
		Registration, 10.30 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.
		Monday, 10th, 4.00 P.M.
		Monday, 10th, 4.00 P.M.
		Tuesday, 11th, 11.00 A.M.
		Tuesday, 11th, 4.00 P.M.
		(Registration, with late fee of 10 cents, up to 4.45 P.M.)
		Letters, 5.00 P.M.
		Thursday, 13th, 4.00 P.M.
		Saturday, 15th, 8.00 A.M.
		Registration, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Papers, 10.30 A.M.
		Letters, 11.00 A.M.
		Wednesday, 20th, 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters, 11.00 A.M.

AMOI, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO.

Europe &c. India via Tientsin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

Europe &c. India via Tientsin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA AND VANCOUVER (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents)

TO-MORROW.

Sale, Furniture, 2, Ball's Court, Bonham Road, Mr. J. Andrew, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 6th September.

ON LONDON.	2/0 1/2
Telegraphic Transfer	2/0 1/2
Bank Bills, on demand	2/0 1/2
Bank Bills, at 30 days' sight	2/0 1/2
Bank Bills, at 4 months' sight	2/0 1/2
Credit, at 4 months' sight	2/0 1/2
Documentary Bills, 4 months' sight	2/0 1/2
ON PARIS.	2/50
Bank Bills, on demand	2/50
Credit, at 4 months' sight	2/50
ON GERMANY.	2/11
Bank Bills, on demand	2/11
Credit, at 4 months' sight	2/11
ON NEW YORK.	50 1/2
Bank Bills, on demand	50 1/2
Credit, at 4 months' sight	50 1/2
ON BOMBAY.	15 1/2
Bank, on demand	15 1/2
Bank, on demand	15 1/2
ON SHANGHAI.	7 1/2
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA.	1 p.c. dis.
ON MANILA.	1 p.c. dis.
ON SINGAPORE.	1 p.c. dis.
ON BATAVIA.	12 1/2
ON HONGKONG.	31 p.c. pm.
ON SAIGON.	3 p.c. pm.
ON HANKOW.	12 1/2
SOVEREIGNS, Bank's Buying Rate	9.70
GOLD LEAF, 100 fine, per tael	51.25
SILVER, per oz	28 1/2

OPTION.

Malwa New	\$8.90	to	per catty.
Malwa Old	\$8.70	to	per catty.
Malwa Older	\$8.50	to	per catty.
P. P. per wrapped	\$8.70	to	per catty.
Persian fine quality	\$9.10	to	per catty.
Persian extra fine	\$9.50	to	per catty.
Patna New	\$9.47 1/2	to	per chest.
Patna Old	\$1.02 1/2	to	per chest.
Benares New	\$9.37 1/2	to	per chest.
Benares Old	\$8.87 1/2	to	per chest.

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Indus*, with the next French mail, left Saigon today, the 7th inst., at 7 a.m. for this port.

THE AMERICAN MAIL.

The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 11th ult. via Honolulu, left Yokohama for this port on Sunday morning, the 2nd inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gladie*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 21st ult.

The T. K. K. steamer *Hongkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 24th ult.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* arrived at Kobe at 4 p.m. on Tuesday, the 4th inst., and left again at midnight same day for Shanghai, where she is due to arrive at noon on Saturday, the 8th inst.

MERCHANT STEAMERS.

The O. S. S. steamer *Patroclus* left Singapore on the 2nd inst., and is due in Hongkong on the 7th inst.

The Glen Line steamer *Glenlogie*, from Middlesbrough and London, left Singapore on the 4th inst., and is due here on the 9th inst.

The N. Y. K. steamer *Hongkong Maru* (Bombay Line) left Kobe on the 24th inst. for this port on the 11th inst., and is expected to arrive here on the 12th inst.

The steamer *Hilligton*, from New York for China and Japan, left Singapore for Hongkong on the morning of the 5th inst.

PASSED THE CANAL.

HOMEWARD—20th July—*Dionide*, 24th July.

Socotra, 10th August—*Indus*, 21st August—*Canton*, 24th August—*Stentor*, 4th September—*König Albert*, 10th.

JOINT STOCK SHARES.

HONGKONG, 6th September.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	50,000	\$125	\$125	80/- div. at 1/100 = \$15.08 per share for 1st half year 1900	31 1/2 p. c. pr. = \$518.75
Bank of China & Japan, Ltd.	100,878	\$28	\$28	None	21. 50.
Do. Deferred	1,250	\$28	\$28	2 1/2 for 1899	\$27, sales and buyers
National Bank of China, Ltd.	19,970 A	\$40	\$40	2 1/2 for 1899	\$27, buyers
Do. Founders' Shares	29,053 B	\$40	\$40	2 1/2 for 1899	\$27, buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	30 p. c. = \$18 for 1899	\$255, buyers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$83.33	10 p. c. for 1899	\$27, sellers
North China Ins. Co., Ltd.	5,000	\$100	\$100	10 p. c. for 1899	\$121, 105, sellers
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$100	10 p. c. for 1899	\$121, 105, sellers
Canton Insurance Office, Ltd.	19,000	\$250	\$250	\$11 for 1898	\$130, sales
Straits Insurance Co., Ltd.	30,000	\$100	\$100	\$20 per cent. for 1899	\$131.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$8 for 1898	\$76, buyers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	50,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$80, buyers
Indo-China S. S. Co., Ltd.	60,000	\$40	\$40	6 p. c. 52 p. c. bonus for 1899	\$85, buyers
China & Manila S. S. Co., Ltd.	5,000	\$50	\$50	20 per cent. for 1899	\$65, old sellers
Bonghai Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/1900	\$18, sellers
China Mutual S. S. Co., Ltd.	20,000	\$40	\$40	10 p. c. & bonus of 34 on Ord. account '99	\$11, buyers
Do. Ordinary	20,000	\$40	\$40	10 p. c. & bonus of 34 on Ord. account '99	\$11, buyers
Do. do.	20,000	\$40	\$40	10 p. c. & bonus of 34 on Ord. account '99	\$11, buyers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. c. for year ended 30/4/00	\$41, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Int. of 5 p. c. on account of 1899	\$430, sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of 3 1/2 per share on a/c 1900	\$112, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36.
MINING.					
Fanjun Mining Co., Ltd.	60,000	\$8	\$8	None	\$5, sellers
Do. Preference	30,000	\$8	\$8	None	\$11, buyers
Société Fran. des Char. de la Chine	10,000	\$250	\$250	None	\$17, sellers
Queens Mines, Limited	400,000	\$25	\$25	5 p. c. half year end. 31/7/00 (coupon 9)	\$11, sellers
Jebeu Mining and Trading Co., Ltd.	45,000	\$5	\$5	1st 11/10, 51 cts, 10th div. on 7/10	\$54, sellers
Jebeu Australian Gold Mining Co., Limited	200,000	\$1	\$1	None	\$3, sellers
Oliver's Freehold Mines, Limited	15,000	\$5	\$5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	110,000	\$4	\$4	First year	10 cents
Do. Preference	70,000	\$1	\$1	First year	40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Sp. c. & 12 p. c. bonus for year ended 30/6/00	\$35 per c. pr. = \$763
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	\$50	Int. of 5 p. c. on account of 1900	\$81, ex div. buyers
Wharf and G. Co., Ltd.	2,000	\$100	\$100	Int. of 5 p. c. on account of 1900	\$80, buyers
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$62 1/2	\$62 1/2	22 p. c. for 1899	\$201, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$176, buyers
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$48, buyers
Hongkong Hotel Company, Ltd.	12,000	\$50	\$50	10 p. c. for half year ended 30/6/1900	\$110, buyers
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. c. for 1899	\$11, sales and sellers
COTTON SPINNING.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	31 p. c. for period ending 31/10/00	Ts. 50
International Cotton Spinning and Weaving Co., Ltd.	10,000	\$100	\$100	31 p. c. for period ending 31/10/00	Ts. 50
Loan-kuang-mow Cotton Spinning Co., Ltd.	8,000	\$100	\$100	31 p. c. for period ending 31/10/00	Ts. 375
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	31 p. c. for period ending 31/10/00	Ts. 40
Wear & Dye Co., Ltd.	12,000	\$100	\$100	None	\$21, sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. c. for 1900	\$201, sellers
China Cement Co., Ltd.	7,500	\$20	\$20	Final of 1 p. c. making 11 p. c. for '00	\$15, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	70 cents per share	\$104, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	82 1/2 cents per share	\$82, sellers
Hongkong and China Gas Co., Ltd.	7,000	\$20	\$20	9 p. c. for 1899	\$118.
Hongkong Paper Mfg. Co., Ltd.	10,000	\$50	\$50	\$20 for 1898	\$150, buyers
Do. Fenwick Co., Ltd.	6,000	\$25	\$25	15 p. c. for 1899	\$48.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. c. on acct. 1900	\$103.
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30/11/99	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$75	\$75	6 p. c. for year ended 31/7/00	\$84, sellers
Carmichael & Co., Ltd.	2,000	\$25	\$25	15 p. c. for 1899	\$80.
H. & C. Bakery Co., Ltd.	1,000	\$25	\$25	10 p. c. for 1899	\$80.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. c. for 1899	\$80.
Bell's Asbestos & Agate, Ltd.	10,000	\$25	\$25	75 p. c. per share for 1899	\$174, sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20 for year ended 31/7/00	\$20.
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31/12/00	\$9.50, sales & buyers
Watkins, Limited	1,000	\$10	\$10	5 p. c. for 1899	\$10, sales
Universal Trading Co.	50,000	\$20	\$20	None	\$51, buyers

J. Y. V. VERNON, Broker.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 5th SEPTEMBER, P.M.

STATION.	Hour.	Barometer reduced to sea level and corrected for temperature.	Thermometer.	Humidity.	Wind.	Weather.
Vladivostok	2 p.	29.90	—	—	—	—
Tokyo	—	29.95	—	—	—	—
Kobe	—	29.95	—	—	—	—
Nagasaki	—	29.95	—	—	—	—
Kagoshima	—	29.95	—	—	—	—
Tsukuba	1 p.	29.95	—	—	—	—
Yokohama	—	29.95	—	—	—	—
Manila	—	29.95	—	—	—	—
Shanghai	—	29.95	—	—	—	—
Amoy	—	29.95	—	—	—	—
Swatow	—	29.95	—	—	—	—
Canton	—	29.95	—	—	—	—
Hongkong	—	29.95	—	—	—	—
Victoria Peak	—	29.95	—	—	—	—
Up Rock	—	29.95	—	—	—	—
Macao	—	29.95	—	—	—	—
Haiphong	—	29.95	—	—	—	—
Malacca	—	29.95	—	—	—	—
Batavia	—	29.95	—	—	—	—
Calcutta	—	29.95	—	—	—	—
C. S. James	—	29.95	—	—	—	—

On the 6th at 11.55 a.m. The barometer continues to fall slowly at all stations. Pressure is highest over China, lowest at the Pacific to the E. of the Philippines. General light winds with variable winds on the coast, but moderate S.W. winds in the N. part of the China Sea. Forecast: light variable winds; fine.

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of wind	Force	Weather
29.95	84	80	SW	1	—
29.95	84	80	SW	1	—
29.95	84	80	SW	1	—

Highest open air temperature on the 6th 87°
Lowest open air temperature on the 6th 78°
Lowest open air temperature on the 6th 78°
Hongkong Observatory, 6th September.

Messrs. FALCONER & CO. REVISOR, 6th August.
Barometer 1 a.m. 29.95 Therm. 9 a.m. (Wet bulb) 80
Barometer 1 p.m. 29.95 Therm. 1 p.m. (Wet bulb) 80
Barometer 4 p.m. 29.95 Therm. 4 p.m. (Wet bulb) 80
Therm. 1 p.m. 80 Therm. Maximum over-therm. 87 night 81

HONGKONG TIDE TABLE.

7th to the 13th September, 1900.

High Water	Low Water
Mean Time.	Mean Time.
Height.	Height.
Fri. 7 m. 4.25 ft. in.	11 m. 4.25 ft. in.
Sat. 8 m. 7.40 ft. in.	11 m. 7.40 ft. in.
Sun. 9 m. 8.40 ft. in.	11 m. 8.40 ft. in.
Mon. 10 m. 9.40 ft. in.	11 m. 9.40 ft. in.
Tues. 11 m. 10.40 ft. in.	11 m. 10.40 ft. in.
Wed. 12 m. 11.40 ft. in.	11 m. 11.40 ft. in.
Thurs. 13 m. 12.40 ft. in.	11 m. 12.40 ft. in.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FRESH WATER is the cause of much sickness on board ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W. KEW & CO. STEAM WATER BOAT COMPANY. Hongkong, 9th October, 1895. [1763]

HOKKAIDO KWAISHA. TANKO TEISUDO. YUBARI AND SOBACHI COALS.

SINCE we have completed the installation of COMPRESSED AIR and ELECTRIC DRILL MACHINES for the purpose of enlarging the scope of our MINING BUSINESS, the daily output has steadily increased so as to enable us to meet any large demand at short notice. Moreover the method of loading in the ports of OTARU and MOROIAN having been improved, loading and unloading can be conducted more promptly than before.

All orders carefully and promptly executed. For particulars apply to the Company. No. 13, MINAMI IDAMACHI, KYOASHI-KU, TOKYO.

Telegraphic Address: "TANKO," TOKYO.

Codes used: A-I & A-B-C 4th Edition.

Agents for Hongkong: HUGHES &